

Blake Mts
Lines

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS · WAREHOUSEMEN & HELPERS
OF AMERICA

OFFICE OF
* NICHOLAS P. MORRISSEY *
GENERAL ORGANIZER
650 BEACON STREET

BOSTON 15, MASSACHUSETTS



9 January 1962

ADMINISTRATIVE FILE ✓
Blake Motor Lines, Inc.
X 2107.
New England Motor
Council, Inc.

Mr. James R. Hoffa, General President
International Brotherhood of Teamsters
25 Louisiana Avenue, Northwest
Washington 1, D. C.

Dear Sir and Brother:

Re your telegram this date the enclosures are self-explanatory. On completion of the meeting you will get a full report.

Fraternally yours

Nicholas P. Morrissey
Nicholas P. Morrissey
General Organizer

NPM/co

Encs: 1tr 1/5/62 NPM to Raymond Cohen
1tr 1/8/62 NPM to Timothy Collins
1tr 1/8/62 NPM to Frank J. Whelan

8 January 1962

Mr. Frank J. Whelan, Managing Director
New England Motor Carriers Council, Inc.
151 Temple Street
New Haven, Connecticut

Dear Sir:

In accordance with our telephonic understanding on Thursday, January 4th, 1962, re Blake Motor Lines, Inc., the undersigned has arranged a conference to be held at the Teamsters Building, 650 Beacon Street, Boston, Massachusetts, in the Conference Room, 5th Floor, at 10:30 AM, on Tuesday, January 16th, 1962, at which time you are requested to be in attendance or have your designee in attendance so that this request of the Connecticut Motor Carriers Council may be examined into.

I would appreciate receiving confirmation of attendance at your earliest convenience.

Sincerely

Michael P. Morrissey
General Organizer

MPM/ee

8 January 1962

Mr. Timothy W. Collins, Secretary-Treasurer
Teamsters Union Local No. 677
8871 Baldwin Street
Waterbury, Connecticut

Dear Sir and Brother:

In accordance with our telephonic understanding on Thursday,
January 4th, 1962, re Blake Motor Lines, Inc., the undersigned
has arranged a conference to be held at the Teamsters Building,
550 Beacon Street, Boston, Massachusetts, in the Conference
Room, 5th Floor, at 10:30 am, on Tuesday, January 16th, 1962,
at which time you are requested to be in attendance or have
your designee in attendance so that this request of the Con-
necticut Motor Carriers Council may be examined into.

I would appreciate receiving confirmation of attendance at your
earliest convenience.

Fraternally yours

Michael F. Morrissey
General Organizer

HFM/cc

5 January 1962

Mr. Raymond Cohen, Secretary-Treasurer
Teamsters Union Local No. 107
105 Spring Garden Street
Philadelphia 23, Pennsylvania

Dear Sir and Brother:

Under date of December 7th, 1961, the Office of the General President has referred to this office for processing a request of the New England Motor Carriers Council, Inc., in the interest of the Blake Motor Lines, Inc., of Torrington, Connecticut, copy of which is appended hereto for your information.

This letter will confirm a telephonic understanding as of this date between Brother Edward Battisford and myself that Local 107 will have a representative at a meeting to be held at the Teamsters Building, 650 Beacon Street, Boston, Massachusetts, in the Conference Room, 5th Floor, at 10:30 am, on Tuesday, January 16th, 1962, at which time there will also be in attendance representatives of the above named company and motor carrier association and Local 677 of Waterbury, Connecticut.

I would appreciate receiving confirmation of attendance at your earliest convenience.

With kind personal regards, I am

Fraternally yours

Nicholas F. Morrissey
General Organizer

NFM/cc

Encl. 1 as abvg.

MDV **WESTERN UNION** *Telefax*
SENDING BLANK

CALL LETTERS	MDV	1/9/62	CHARGE TO	Int. Bro. of Teamsters	FILE
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Mr. Nicholas Morrissey, Gen. Org. *Blake Motor Lines, Inc.*
International Brotherhood of Teamsters *2107*
650 Beacon Street
Boston, Massachusetts *New England Motor Carriers Council Inc.*

Following telegram received: 'Ref my telegram to you dated Dec 4 1961 relating to Philadelphia operation of Blake Motor Lines Inc. Torrington Conn. I trust you have looked into the matter and I may expect your early reply. Frank J. Whelan New England Motor Carriers Council 152 Temple St. ' Please refer to my letter addressed to you December 7, 1961. Would you kindly submit a report.
James R. Hoffa, General President

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD
1247—(R 4-55)

Telefax
WESTERN UNION

WESTERN UNION

D 00A256 PD NEW HAVEN CONN 4 1125A EST
JAMES E MOFFA INTERNATIONAL BROTHERHOOD OF TEAMSTERS
25 LOUISIANA AVE NEW HAVEN CT
REF MY TELEPHONE TO YOU DATED DEC 4 1961 RELATING TO PHILADELPHIA
OPERATION OF ELKEM MOTOR LINES INC WASHINGTON CONN I TRUST
YOU HAVE LOOKED INTO THE MATTER AND I MAY EXPECT YOUR EARLY
REPLY

FRANK J SHELLER NEW ENGLAND MOTOR CARRIERS COUNCIL 152 TEMPLE
ST

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FAX

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RECEIVED
JAN 4 1962
FAX

NEW ENGLAND MOTOR CARRIERS COUNCIL

FRANK J. WHELAN
MANAGING DIRECTOR

101 TEMPLE STREET
NEW HAVEN 10, CONN.
TELEPHONE
877-2222 - 877-2223

ADMINISTRATIVE FILE

Blake Motor Lines, Inc.
X 2107
X New England Motor
Carriers Council, Inc.

December 4, 1961

December 7, 1961

Mr. James H. Hoffa
International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America
24 Louisiana Avenue, N.W.
Washington 1, D.C.

Dear Mr. Hoffa:

Since the signing of the New England Freight Agreement, one of our members, namely, Mr. Nick Moerriasey Torrington, Connecticut has been endeavoring to change 650 Beacon Street of some of their road drivers, but has been unable to Boston, Massachusetts of an official of the local union involved to meet and discuss the proposed change. The change is necessary for some Dear Sir and Brother: creating a more efficient operation.

The General President has asked me to contact you with reference to Torrington, Connecticut calling a meeting concerning the area in Connecticut west of the problems of Blake Motor Lines, Inc. Bridgeport, Hartford, Waterbury Torrington, Connecticut, and to send including Springfield, Holyoke this a report concerning some Falls, etc., are serviced from their Torrington terminal by a peddle run operation. Because of these long peddle runs, Blake Lines enclosing copy of departure time of line haul units Mr. Frank J. Whelan's letter.

Their New York City and Philadelphia Fraternally, we merely the commercial zone of each location. Because the local operation of these terminals is confined to a small area, it is possible to secure early departure of line haul units.

Joe Konow

Approximately 75% of their road operation between Philadelphia and Torrington is run by drivers leaving each terminal at designated times, meeting in New York City, where drivers exchange units, and return to their home terminals. This operation denies Blake the opportunity of having advantage of an early departure from Philadelphia, as a matching schedule cannot be maintained at the Torrington end. att.

It is, therefore, necessary to hold units at Philadelphia from three to five hours in order to make connection with the Torrington drivers.

Elimination of the present filter operation and substituting a through operation with drivers domiciled in Torrington will allow later departure from Torrington, while the driver remains at home, and an earlier departure from

ADMINISTRATIVE FILE

Blake Motor Lines, Inc.

X 2107

X New England Motor
Carriers Council, Inc.

December 7, 1961

Mr. Nick Morrissey
650 Beacon Street
Boston, Massachusetts

Dear Sir and Brother:

The General President has asked me to contact you with reference to calling a meeting concerning the problems of Blake Motor Lines, Inc. Torrington, Connecticut, and to send him a report concerning same.

I am enclosing copy of Mr. Frank J. Whelan's letter.

Faternally,

Joe Konowe

JK:ld
att.

NEW ENGLAND MOTOR CARRIERS COUNCIL, INC.

FRANK J. WHELAN
MANAGING DIRECTOR

182 TEMPLE STREET
NEW HAVEN 10, CONN.
TELEPHONES
OP 7-2343 - SP 7-2344

January 4, 1961

Mr. James R. Hoffa
International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America
25 Louisiana Avenue, N.E.
Washington 1, D.C.

Dear Mr. Hoffa:

Since the signing of the New England Freight Agreement, one of our members, namely, Blake Motor Lines, Inc., Torrington, Connecticut has been endeavoring to change the home domicile of some of their road drivers, but has been unable to do so because of the refusal of an official of the local union involved to meet and discuss the proposed change. The change is necessary for economic reasons in addition to creating a more efficient operation.

Blake Motor Lines, Inc. operates three terminals located in Torrington, Connecticut, New York City and Philadelphia. The area in Connecticut west of the Connecticut River, including New Haven, Bridgeport, Hartford, Waterbury, etc. and the area in central Massachusetts including Springfield, Holyoke, Easthampton, Greenfield, Millers Falls, etc., are serviced from their Torrington terminal by paddle run operation. Because of these long paddle runs, Blake requires the latest possible departure time of line haul units leaving Torrington for New York City and Philadelphia.

Their New York City and Philadelphia terminals serve merely the commercial zone of each location. Because the local operation of these terminals is confined to a small area, it is possible to secure early departure of line haul units.

Approximately 90% of their road operation between Philadelphia and Torrington is run by flyers leaving each terminal at designated times, meeting in New York City, where drivers exchange units, and return to their home terminals. This operation denies Blake the opportunity of taking advantage of an early departure from Philadelphia, as a matching schedule cannot be maintained at the Torrington end.

It is, therefore, necessary to hold units at Philadelphia from three to five hours in order to make connection with the Torrington drivers.

Elimination of the present flyer operation and substituting a through operation with drivers domiciled in Torrington will allow later departure from Torrington, while the driver remains at home, and an earlier departure from

- two -

December 4, 1961

Philadelphia. This will provide sufficient time in Torrington for handling and distribution. In addition, all units will be at the point where their maintenance shop is located each weekend.

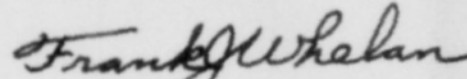
Most important is the fact that Blake will then be in a position to cope with the new guaranteed eight hour minimum for road drivers. The distance from Torrington to New York is 100 miles, so that additional mileage must be added to such a trip. This can only be accomplished in the Blake operation by using Philadelphia runs which is presently impossible and will continue to be as long as the flyer operation remains in effect.

In view of the emphasis you placed on the right of employers to designate the home domicile of their employees during the recent negotiations, we feel that this employer should be afforded the opportunity of utilizing the most advantageous operating procedures without fear of a work stoppage, or at least given the opportunity of discussing the matter with the appropriate representative of the local union involved.

Under date of October 19, 1961 the President of Blake Motor Lines, Inc. wrote a letter to Mr. Raymond Cohen of Local 107, Philadelphia advising of the necessity for that Company to make a change in their road operation. To date no reply has been received from Mr. Cohen, nor has Mr. Beloin been able to arrange a meeting with him to discuss this imperative matter. A copy of Mr. Beloin's letter is attached hereto.

We would appreciate your intervention in this respect and advising accordingly as soon as possible.

Very truly yours,



Frank J. Whelan
Managing Director

FJW/rd

enc.

BLAKE MOTOR LINES, INC.

EXECUTIVE OFFICE

P. O. BOX 507

TORRINGTON, CONNECTICUT

October 19, 1961

Mr. Raymond Cohen
Highway Truck Drivers & Helpers,
Local No. 107
105 Spring Garden Street
Philadelphia, Penna.

Dear Sirs:

At a meeting held in the office of Mr. Charles O'Leary and Mr. Walter Baker on September 12, 1961, the writer advised thee that because of economic reasons, it is necessary that we make a change in our road operation. Since that date we have endeavored to arrange a meeting with you in order to further discuss the proposed change, but, up to the present time, we have been unsuccessful.

Since this matter is of vital importance, we would like to make the change effective on November 5, 1961 and would appreciate receiving reply by October 30th so that the meeting may be arranged sometime during the week ending on November 4th.

May we hear from you accordingly.

Very truly yours,
BLAKE MOTOR LINES, INC.

Howard J. Boloin,
President

HJB/r

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